rotated relative to the pins 241, 242 such that the pins 241, 242 are moved within the respective grooves 245, 256 toward the upstream end of each groove. As the pins 241, 242 are moved within the grooves 245, 246 during an initial period of the pivotal movement of the brake pedal 38, the elastic member 248 is elastically deformed permitting an increase in the operating stroke of the brake pedal 38, but substantially no twisting of the brake pedal 38, but substantially no twisting of the torsion bar 236 takes place during this initial period. After the pins 240, 241 have been brought into abutting contact with the upstream ends of the arcuate grooves 245, 246, the torsion bar 236 is twisted as the brake pedal 38 is further depressed. Thus, the operating stroke of the brake pedal 38 increases as the operating force increases. The stroke simulator 230 gives different operating characteristics of the brake pedal 38 during the initial and subsequent periods of operation or pivotal rotation of the brake pedal 38, thus simulating the operating stroke of the brake pedal 38 which would be obtained if the operating force were directly used to activate the brakes 10, 12, 14, 16, 33, 34.

Page 63, first full paragraph:

The present braking system uses a main control device 300 which includes three CPUs 302, 304, 306, three EEPROMs 308 corresponding to the CPUs 302, 304, 306, and three A/D converters 309 corresponding to the CPUs 302, 304, 306. As shown in Fig. 9, three batteries 312, 314, 316 are connected to the respective three CPUs 302, 304, 306. An alternator 317 is connected to the three batteries 312, 314, 316, for storing electric energies therein. Each of the batteries 312 and 314 is adapted to store the electric energies of 12V and 36V, while the battery 316 is adapted to store the electric energy of 12V. Each of the batteries 312, 314 has two terminals used to supply the electric energies

of 12V and 36V, respectively. The batteries 312, 314, 316 cooperate to serve as an electric power source device.

The paragraph bridging pages 63 to 64:

In an electric circuit 318 including the battery 312, this battery 312 is connected to a first group of control devices consisting of the first CPU 302 and the motor control device 44 and driver circuit 54 for the front left wheel FL, and to the electric motor 22 for the front left wheel FL. In an electric circuit 320 including the battery 314, this battery 314 is connected to a second group of control devices consisting of the second CPU 304 and the electric motor 46 and driver circuit 56 for the front right wheel FR, and to the electric motor 24 for the front right wheel FR. In an electric circuit 322 including the battery 316, this battery 316 is connected to a third group of control devices consisting of the third CPU 306, the motor control devices 48, 50 and driver circuits 58, 60 for the rear left and right wheels RL, RR and the motor control device 52 and driver circuit 62 for the parking brakes 33, 34, and to a group of electric motors consisting of the electric motors 30, 32 for the rear left and right wheels FL, FR and the electric motor 36 for the parking brake 36. The electric energies of the batteries 312, 314, 316 are supplied to the respective first, second and third CPUs 302, 304, 406, independently of each other, so that even in the event of abnormality of one or two of the batteries 312, 314, 316, the CPU or CPUs corresponding to the normal one or ones of the three batteries can be normally operated, permitting the normal operation of the brakes 10, 12, 14, 16, 33, 34.

In the claims:

Kindly amend the claims as follows: